

Traffic & Parking Subcommittee
15 April 2021

Report for Agenda Item | Rīpoata moto e Rāraki take : 1

Department: Property & Infrastructure

Title | Taitara Update of evening parking restriction in the Queenstown CBD to apply after 9pm instead of 6pm

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to recommend updates to existing parking restrictions in Queenstown CBD

RECOMMENDATION | NGĀ TŪTOHUNGA

That the Traffic & Parking Subcommittee:

1. **Note** the contents of this report; and
2. **Approve** changes to the parking restrictions in Queenstown CBD to allow free parking and no time restrictions from 6pm onwards, noting that these changes will come into force once the signage is updated and communications is put out to the public.

Prepared by:



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24/03/2021

Reviewed and Authorised by:



Peter Hansby
GM, Property and Infrastructure

29/03/2021

CONTEXT | HOROPAKI

- 1 The Queenstown Lakes District Council Traffic and Parking Bylaw 2018 (the bylaw) regulates parking and the use of roads and public spaces under Council's control.
- 2 Changes to existing restrictions or the implementation of new restrictions requires a Council resolution prior to implementation.
- 3 On-street parking in the CBD is not at full capacity in the evenings, following a reduction in visitors to the area due to COVID-19 related travel restrictions.
- 4 Elected members and Council management wish to implement changes to address concerns raised by the community.
- 5 Much of the CBD has a parking restriction during the day, and/or is paid parking that lasts until 9pm. The scope of work is to change the parking restriction on these parks to 6pm to allow three hours of free parking in the evening.
- 6 This is being done to encourage diners to park, not workers.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

- 7 There are various parking restrictions in Queenstown CBD, generally starting at either 8am or 9am and generally continuing until 6pm or 9pm.
- 8 These parking restrictions are detailed on the appended map in 67 zones. The appended map is from June 2018 so may not be current, but due to the urgent nature of the work is considered suitable for estimating the scope of work as follows:
 - Assuming two signs per area and that all areas require changing, this would be $2 \times 67 = 134$ signs to update;
 - Supply and place a "6pm" sticker over the part of each sign that currently reads "9pm". The stickers are estimated to cost approximately \$500 total to supply all of them, and have been ordered already to expedite the install. Estimated labour to install \$2,000. Total estimated cost to update all signage \$2,500.
 - Update signage as required to also remove time restrictions after 6pm;
 - The volume of signs to be changed and cost are likely to be much lower than above, given the existing restriction for many of these areas already ends at 6pm;
 - The actual number of signs to be changed will be confirmed before the work starts and before ordering the stickers, by either checking the RAMM asset database, or physically walking around the CBD.
- 9 No changes are proposed for other forms of parking eg taxi ranks, loading zones. It is noted that existing off-street carparks in the area eg Ballarat Street carpark and Boundary Street carpark are already free from 6pm onwards.

- 10 The changes will come into force once the signage is updated and communications put out to the public.
- 11 Any changes will be recorded as an as-built to capture the latest agreed restriction in our assets database and also so that the changes can be easily reversed at a later date if required.
- 12 Option 1 Do nothing.
- Advantages:*
- 13 Funds spent to update the signage are not expended.
- Disadvantages:*
- 14 Underutilised parking in CBD and suggestion that Council is not doing enough to support local businesses
- 15 Option 2 Implement the parking restriction changes to make parking free and also remove time restrictions after 6pm.
- Advantages:*
- 16 Supports local businesses by making parking free from 6pm onwards.
- Disadvantages:*
- 17 Cost to make the physical changes to the signage.
- 18 Reduces Council revenue from parking charges.
- 19 Potential risk of additional free and unrestricted parking being used by workers resulting in fewer parks available for customers.
- 20 This report recommends **Option 2** for addressing the matter because it addresses the concerns raised by the public and Council officers.

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 21 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because the recommended changes to the parking restrictions are based on community feedback and elected member/Council officer recommendations.
- 22 The persons who are affected by or interested in this matter are residents/ratepayers, visitors, businesses, tourism operators, NZTA.
- 23 Specific consultation on this matter has not occurred, however the bylaw under which these changes are made was reviewed during 2018 and significant engagement was completed with the community and key stakeholders.

> MĀORI CONSULTATION | IWI RŪNANGA

24 The Council has not sought the specific views of iwi for these operational changes.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

25 This matter relates to the Regulatory/Legal/Compliance risk category. It is associated with RISK00031 Ineffective management and governance over legislative compliance within the QLDC Risk Register. This risk has been assessed as having a low inherent risk rating.

26 The approval of the recommended option will support the Council by keeping the risk at its current level. This shall be achieved by completing minor changes to signage that have a negligible impact on this risk.

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

27 The cost associated with installing the required signage will be met from current budgets.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

28 The following Council policies, strategies and bylaws were considered:

- Alignment with and consideration of the principles of the Vision Beyond 2050: <https://www.qldc.govt.nz/vision-beyond-2050/>
- Traffic and Parking Bylaw 2018
- Queenstown Integrated Transport Strategy
- QLDC Disability Policy <https://www.qldc.govt.nz/assets/Uploads/FINAL-Disability-Policy-May-2018.pdf>

29 The recommended option is consistent with the principles set out in the named policy/policies.

30 This matter is not included in the Ten Year Plan/Annual Plan as a specific activity and can be delivered within general infrastructure management activities.

LEGAL CONSIDERATIONS AND STATUTORY RESPONSIBILITIES | KA TURE WHAIWHAKAARO, ME KĀ TAKOHAKA WAETURE

31 This report satisfies the decision-making requirements of Council under the new bylaw pursuant to the Land Transport Act 1998 and the Local Government Act 2002. The report provides a robust platform for the decisions to restrict parking and control vehicle use that are implemented on land under council's control. The approach has been confirmed by Council's legal advisors as appropriate.

LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

32 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by ensuring efficient and effective administration and enforcement activities;
- Can be implemented through current funding under the Ten Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

ATTACHMENTS | NGĀ TĀPIRIHANGA

A	Map of Queenstown parking restrictions (dated June 2018) EXISTING FOR REFERENCE ONLY https://www.qldc.govt.nz/media/stwnldfs/qt-parking-map-jun18.pdf
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